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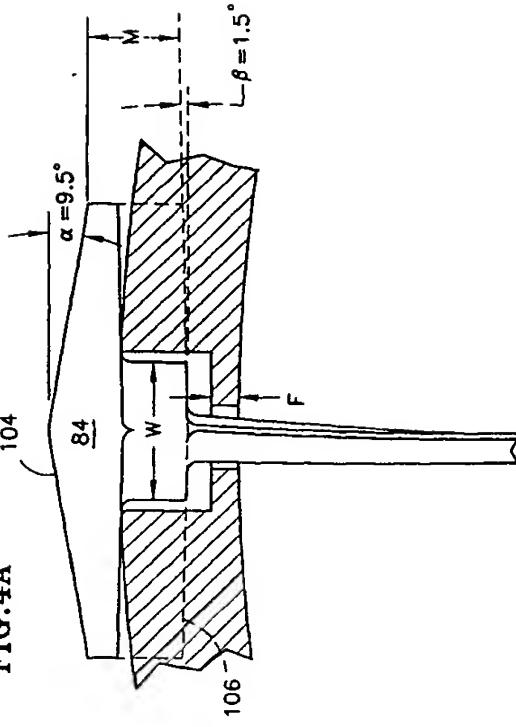
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(54) Stator vane blank and method of forming the vane blank

(57) A forged vane blank 96 for forming a stator vane, has a greater draft angle  $\alpha$  at the outer surface than the draft angle  $\beta$  at the inner surface as a result of the forging operation. The angle  $\alpha$  may be about 9° and the angle  $\beta$  less than 3°, for example about 1½°.

FIG.4A



respect to the adjacent stator vanes for guiding the working medium gases to the rotor blades. The airfoils in the forward portion of the compression section are frequently struck by foreign objects that flow into the engine with the incoming stream of gases. These may include large foreign objects such as wild owl or chunks of ice that may break away from adjacent structure under operative conditions. The stator vane immediately downstream of the fan blade must tolerate these impacts without tearing loose from adjacent structure and moving rearwardly into the adjacent stage of rotating rotor blades. In addition, the stator vanes are frequently replaced over the life of the engine. The replacement vanes are preferably located in a repeatable fashion such that the aerodynamic characteristics of the array of compressor vanes are maintained. Finally, seal elements such as rubstrips formed of silicone rubber which are supported by the stator vanes must tolerate severe rubs from rotating structure. Such rubs may occur during normal operative conditions of the engine or during abnormal operating conditions that might occur, for example, after an impact by a foreign object against the engine. The rubstrip must tolerate the severe rub without delaminating (a noncohesive failure) and moving into the flow path and the stator vane must have a large enough base to support the airfoil and seal against such rubs.

[0006] Another concern is the manufacture of the stator vane from a vane blank. The present designs of the stator vane blank, as shown in the prior art drawings 3A-3C, results in forming a rather large pedestal on the inner surface of the base of the vane. The mass of the pedestal both contributes to engine weight and to possible disruption of the engine flowpath. Nevertheless, the mass of material on the forged head of the vane blank is required for both the forging operation and, in some cases, for the machining operation.

[0007] The above notwithstanding, the Applicant's scientists and engineers have sought to develop stator assemblies having arrays of stator vanes that are locatable in repeatable fashion after replacement and have acceptable levels of durability and replaceability.

[0008] According to the present invention, a stator vane blank for forming a stator vane for a rotary machine has a forged head having a pair of angled surfaces which form the outer surface that are at a greater angle than the angle between the pair of angled surfaces which form the inner surface that faces toward the airfoil.

[0009] In accordance with one embodiment of the present invention, the outer surface has an included angle  $\alpha$  at the outer surface which is about nine degrees and an included angle  $\beta$  at the inner surface which is about three degrees or less. In one embodiment, the angled surface has an included angle  $\beta$  that is about one and one-half ( $1\frac{1}{2}$ ) degrees.

[0010] The summation of the angles  $\alpha$  and  $\beta$  may be about, or less than 11 degrees. The ratio of  $\alpha/\beta$  is preferably greater than about 3.

[0011] A primary feature of the present invention is the included angle  $\alpha$  at the outer surface after the vane blank is forged. Another feature is the included angle  $\beta$  at the inner surface after the vane blank is forged. Another feature is the mass of material in the outer surface of the vane blank as compared to the smaller mass material on the inner surface of the vane blank where the overall mass of material is a required minimum amount for forging and machining operations. Another feature is the size of the pedestal after the inner surface is machined to form the inner surface of the stator vane by reason of the angle  $\beta$  being smaller than the angle  $\alpha$  and thereby creating a smaller pedestal because of the distance from the inner surface to the inner most portion of the head on the vane blank.

[0012] A primary advantage of the present invention is the cost of machining a stator vane from a forged vane blank where the stator vane has less material disposed on its inner surface that must be machined away by reason of the included angle  $\beta$  being smaller than the included angle  $\alpha$  on the outer surface. Another advantage is the engine efficiency which results from the weight of the engine which weight is reduced by having a smaller pedestal left behind after the inner surface is finally machined by disposing the mass of material that is required for the head during forging and machining operation on the outer surface where the material is machined away in the final machining process.

[0013] A preferred embodiment of the present invention will now be described, by way of example only, with reference to the accompanying drawings in which:

Fig. 1 is a schematic side elevation view of a gas turbine engine with portions of the engine broken away to show the compression section of the engine.

Fig. 2 is a side elevation view of a portion of the compression section shown in Fig. 1.

Fig. 3 is a perspective view of a stator vane from the gas turbine engine shown in Fig. 1.

Fig. 4A-C are schematic representations of the method for forming the base of the stator vane shown in Fig. 2 in the prior art.

Fig. 1 is a schematic, side elevation view of a rotary machine 10, such as a turbofan gas turbine engine. The engine is disposed about an axis of symmetry A and has an axis of rotation Ar. The engine includes a compression section 12, a combustion section 14, and a turbine section 16. An annular, primary flowpath 18 for working medium gases extends axially through the sections of the engine. A bypass flowpath 20 is outward of the primary flow path.

[0015] The engine is partially broken away to show a

stator 22 and a rotor 24 in the compression section 12. The stator 22 includes an outer case 26 (flowpath wall) which extends circumferentially a' out the primary flowpath. The stator includes arrays of stator vanes, as represented by the stator vane 28 and the stator vane 32. In the compression section, the rotor has arrays of rotor blades, as represented by the rotor blade 38 and the rotor blade 42.

[0016] Fig. 2 is an enlarged side elevation view of a portion of the engine shown in Fig. 1 which is partially in section and broken away for clarity. As shown in Fig. 1 and Fig. 2, each stator vane 28, 32 has an airfoil, as represented by the airfoil 34 and the airfoil 36. The airfoils extend inwardly from the outer case to direct the flow of working medium gases as the gases pass through the compression section and the turbine section.

[0017] Each rotor blade 38, 42 has an airfoil, as represented by the airfoil 44 and the airfoil 46. The rotor blade airfoils extend radially outward across the working flow path and into close proximity with the stator 22.

[0018] Fig. 2 shows the first array of stator vanes 28 extending radially inwardly from the outer case. Each vane 28 is disposed about a spanwise axis As which extends in a generally radial direction. The vane has a base 48 and a vane lip 52. The vane lip is an extension of the airfoil 34. A plurality of airfoil sections are disposed chordwise from the spanwise axis As to define the contours of the airfoil (as used herein, plurality means an indefinite number of two or more). The airfoil has a chordwise direction C and a spanwise direction S that provide reference directions. The spanwise direction is generally perpendicular to the axis of rotation Ar.

[0019] An inner shroud assembly 54 extends circumferentially about the axis of rotation Ar and outwardly of the rotor. The inner shroud assembly might be circumferentially continuous or circumferentially segmented. The inner shroud assembly includes an inner shroud 56 and a rubstrip 58. The inner shroud is formed of aluminum. In one embodiment, the inner shroud is a circumferentially continuous ring. The rubstrip 58 is formed of an elastomeric material, such as silicone rubber.

[0020] The lip 52 of the stator vane 28 extends radially through the inner shroud 56. A clip member 62 of titanium extends circumferentially through an opening 44 in the stator vane tip 52. The clip member and lip are disposed in a housing member 63 formed of a second elastomeric material. The housing member encapsulates the tip and the clip member. The second elastomeric material might be disposed locally at each vane or extend circumferentially as a circumferentially continuous band. A bottom layer 65 of a third elastomeric material extends circumferentially to support the rubstrip.

[0021] Fig. 3 is a partial perspective view of the array of stator vanes 28 shown in Fig. 2. As can be seen, the outer case has a plurality of openings 66 for fasteners, as represented by the three rivet holes.

[0022] The base 48 of the stator vane 28 has corresponding rivet holes 68, each for receiving a socialized rivet formed of a copper nickel composition such as Monel® material. The rivets are solid and compressed and expanded to completely fill and provide a tight fit for urging the base of 28 into engagement with the outer case.

[0023] The outer case has a plurality of circumferentially spaced openings, as represented by the openings 70, 70a. The opening 70 is partially counterbored leaving a shelf 71 bounding the counterbored opening 70. The outer case has an outwardly facing, non-planar surface 72 which extends circumferentially and presses against the base of the vane 28. One stationary material for the outer case is aluminum. The outwardly facing surface has a plurality of flats 74 or surfaces machined into the outer surface which

posed adjacent to the opening 70. The surfaces circumferentially spaced or touch at a boundary term "flat" means plane-like within reasonable manufacturing tolerances and not curved.

[0024] The vane 28 has an inwardly facing surface which mates with the outer surface on the case, wardy facing surface 76 on the base of the van planar and lies in a plane at the bearing surface plane on the base is parallel to the plane 74 of finished surface area. In alternate embodiments, a finished surface on the outer case might consist of two flats lying in the same plane, two flats which are angled each other or which are parallel to each other but slightly radially spaced flats. The rim

is to provide a single plane surface 74 or flat for 74 at each of the locations on the finished surface area at each of the locations on the base and a mating plane surface for those areas at station vane 28 which bears against the plane surface.

**[0025]** The stator vane 28 extends radially inward and across the working medium flowpath 18 onto and across the clip member 64 or opening in the airfoil 46 adapts the airfoil 46 to receive the clip member 62. The opening extends near an edge of the airfoil but is spaced from the edge 9 a support strip 78 of relatively narrow material surrounds the opening.

**(2276)** The head 84 is present invention. As shown in the figure, the inner surface is parallel to the inner side of the vane in the as-forged condition. The head 84 is drawn down with material removed until the edge has reached finished radial dimension.

on the inwardly facing side 88. The total included angle (summation of  $\alpha$  and  $\beta$ ) is set for forging purposes and is eleven (11) degrees. The angles of the two surfaces shown are equal to each other and to five and one half ( $5\frac{1}{2}$ ) degrees. The head 84 for the base 48pa is formed with a required minimum height  $H$  (measured between the inner and outer surfaces) and with these angles so that the forging can be machined and can interact in the appropriate way with the die in which the forging is formed, such as releasing from the die. The head 84, and, after machining, the base 48pa of the finished vane 48pa have a pedestal 92 which fills the opening formed in the outer case which does not have "2.5".

[0028] Fig. 3B shows the extent of the material which will remove for the vane blank 82 to fit the cylindrical surface of the case. The surfaces on the vane 82a after machining are flat or curved, and are angled inwardly to press against the cylindrical surface of the outer case. The engagement is along a line of contact. Accordingly, an advantage of the present invention is a stable engagement between the flat 78 on the planar base 76 and the surface of the outer case, now a flat 74, located and supporting the stator vane by having a contact in a plane rather than a line contact, as shown.

**[Fig. 3C]** Fig. 3C shows the line contact L of the flat surface of the machined stator vane engaging the arcuate base. The rather large pedestal 92 extends radially through the case 28a and has a large fillet 94 with a shoulder which now projects into the working medium flow-path 18. This fillet may cause flow disturbances. In addition, the pedestal is rather large (heavier) in comparison to the vane blank 96 which has a smaller comparable base as shown in the prior art.

as shown in Fig. 4A. [30] Fig. 4A is an illustration of the present vane blank 96 as forged during the forging process. The vertical height  $M$  is smaller than the vertical height  $M$  shown in Fig. 3A for purposes of explanation. Even with the height  $M$  in the Fig. 4A construction will fit the constraints discussed herein although the heights  $M$

[11] The forging is provided with a draft or draw angle of eleven (11) degrees. Accordingly, the included angle is the same as the eleven degrees shown in Fig. 3A. The included angle  $\beta$  on the inwardly facing surface 104 is smaller than the included angle  $\alpha$  on the outwardly facing side 106. The angle  $\beta$  may be as little as three degrees.

degrees or, as in the embodiment, shown one and a half (1 1/2) degrees. The angle  $\alpha$  of the outwardly facing vane blank 96 is nine and a half ( $9\frac{1}{2}$ ) degrees. As a result, material is removed at the inner surface from the vane blank 96 and the pedestal 98 is smaller.

[2] As shown in Fig. 4B the material for machining the vane blank 96 is smaller on the inner side. It is machined to a simple single flat 78 as previously discussed. The area machined on the case is also small and it is flat (planar) turning the case from a cy-

disposed circumferentially about the exterior of the case. In the embodiment shown, these flats are circumferentially spaced. Machining a single flat at each opening, whether the flats are spaced or contiguous, results in less machining and a better, more stable interaction between the inwardly facing surface 76 of the base 48 of the vane 28 and the outwardly facing surface 74 of the outer case. In addition, the circumferentially facing outer case is counter bored with the first opening 70 receiving the reduced volume pedestal. The pedestal 98 and its fillet radius 102 are located outwardly of the shelf 71 and are thus disposed on the interior of the case and do not project out into the working medium flowpath 18. An elastomeric material 105, such as silicone rubber or another suitable rubber, is disposed in the second opening 70A through which the airfoil extends into the working

[0033] Accordingly, a method of making the construction includes forming a large draft or drawing angle on the forging where the angle  $\alpha$  of the outwardly facing surface is greater than the angle  $\beta$  of the inwardly facing surface measured with respect to a line that is generally horizontal, so that the outwardly facing surface has a working angle.

perpendicular to the span of the airfoil. Steps further include counterbooring the circumferentially extending case such that it has a first opening 70 for receiving the pedestal and a second opening 70a for passing the vane 28 into the working medium flowpath. In addition, three rivet holes are formed in the case to retain the stator vane. Because of the airfoil shape of the vane 28, the

caused by tolerance variations as would a flat surface engaging a cylindrical surface. Instead, the tolerance variations on the surface of the stator vane interact with a flat surface, providing for more stable engagement. [0034] Fig. 5 shows in more detail the circumferentially extending inner shroud assembly 54 including a clip member 62 which is disposed in an opening in the tip

45 or a stator van 20. As can be seen, the opening and the clip member are spaced radially from the inwardly facing surface 118 of the shroud. An elastomeric material 53, such as silicone rubber or other suitable rubber, is disposed in the shroud as a viscous material which flows during fabrication around the tip 52 and the clip member to bond the tip and the clip member to the shroud to form the shroud assembly. A particular advantage of this construction is that the clip member resists inward movement of the airfoil tip away from the shroud. This might occur during a sudden impact by a foreign object which might force the airfoil to move into the path of the rotor assembly or otherwise liberate the airfoil from the case. A particular advantage is the spacing of the tip from the

movement between the shroud and the vane 28 and clip member assemble in response to changes in diameter caused by mismatches in thermal growth between the outer case and the inner case. Normally, mismatches in thermal growth will be small. However, a more important concern is the absorption of energy during and after an impact of a foreign object against the airfoil. The force of impact is transmitted to the airfoil tending to pull the vane tip radially inwardly. The elastomeric material absorbs some of the energy of the impact and then, the shroud absorbs the rest of the energy as the shroud engages the clip member. The resilient material lessens the shock effect of the sudden impact, resulting from the sharp change in acceleration and the rate of acceleration of the vane 28 in response to the applied force.

[0035] Although the invention has been shown and described with respect to detailed embodiments thereof, it should be understood by those of ordinary skill that various changes in form and in detail thereof may be made without departing from the scope of the claimed invention.

**Claims**

1. A stator vane blank (96) for forming a stator vane which in its finished form has an airfoil, a pedestal (98) from which the airfoil extends, and a base member (86) from which the pedestal (98) extends, the vane blank having an airfoil shaped projection which extends spanwise, which comprises:  
a head (84) which is adapted to be formed into the stator vane base and pedestal, the head having an inner face (88) facing the projection and an outer face (86), each face directed in opposite radial directions, each face having spanwise facing surfaces, each face being formed of two planar surfaces each angled toward the other such that the outer surface has an included angle  $\alpha$  and the inner surface has an included angle  $\beta$  which is less than the angle  $\alpha$ .

Cinco

- The stator vane blank of claim 1 wherein the summation of the included angles ( $\alpha + \beta$ ) is about eleven degrees.
- The stator vane blank of claim 1 wherein the summation of the included angles ( $\alpha + \beta$ ) is less than eleven degrees.
- The stator vane blank of claim 1, 2 or 3, wherein the ratio of the angle  $\alpha$  to the angle  $\beta$  is greater than about three to one.
- The stator vane blank for forming a stator vane of claim 1 wherein the angle  $\alpha$  is about nine degrees and the angle  $\beta$  is about two degrees.

6. The stator vane blank for forming a stator vane of claim 1 wherein the angle  $\alpha$  is about nine degrees and the angle  $\beta$  is about one and one-half degrees.

7. A method of forming a vane blank (96) for a stator vane for the compression section of a rotary machine by forging which includes the steps of:

forging an outwardly facing surface (86) on the vane blank having two planar surfaces and forging an inwardly facing surface (88) on vane blank having two planar surfaces each angled toward the other such that the outer surface has an included angle  $\alpha$  and the inner surface has an included angle  $\beta$  which is less than the angle  $\alpha$ ;

machining material from the inner surface (88) leaving a pedestal (98) behind and until a flat surface is formed on the inwardly facing surface (88) on the vane blank.

8. The method of claim 7 wherein the step of forging creates an angle  $\alpha$  which is about nine degrees and an angle  $\beta$  which is about three degrees.

9. The method of forming a vane blank for a stator vane of claim 7 wherein the step of forging creates an angle  $\alpha$  which is about nine degrees and an angle  $\beta$  which is less than about three degrees.

10. The method of forming a vane blank for a stator vane of claim 9 wherein the step of forging creates an angle  $\alpha$  which is about nine degrees and an angle  $\beta$  which is about one and one-half degrees (1 1/2) degrees.

11. A stator vane blank (96) having a forged head (84) wherein the draft angle ( $\alpha$ ) of the outer surface (104) of the head is greater than the draft angle ( $\beta$ ) of the inner surface (106) of the head.

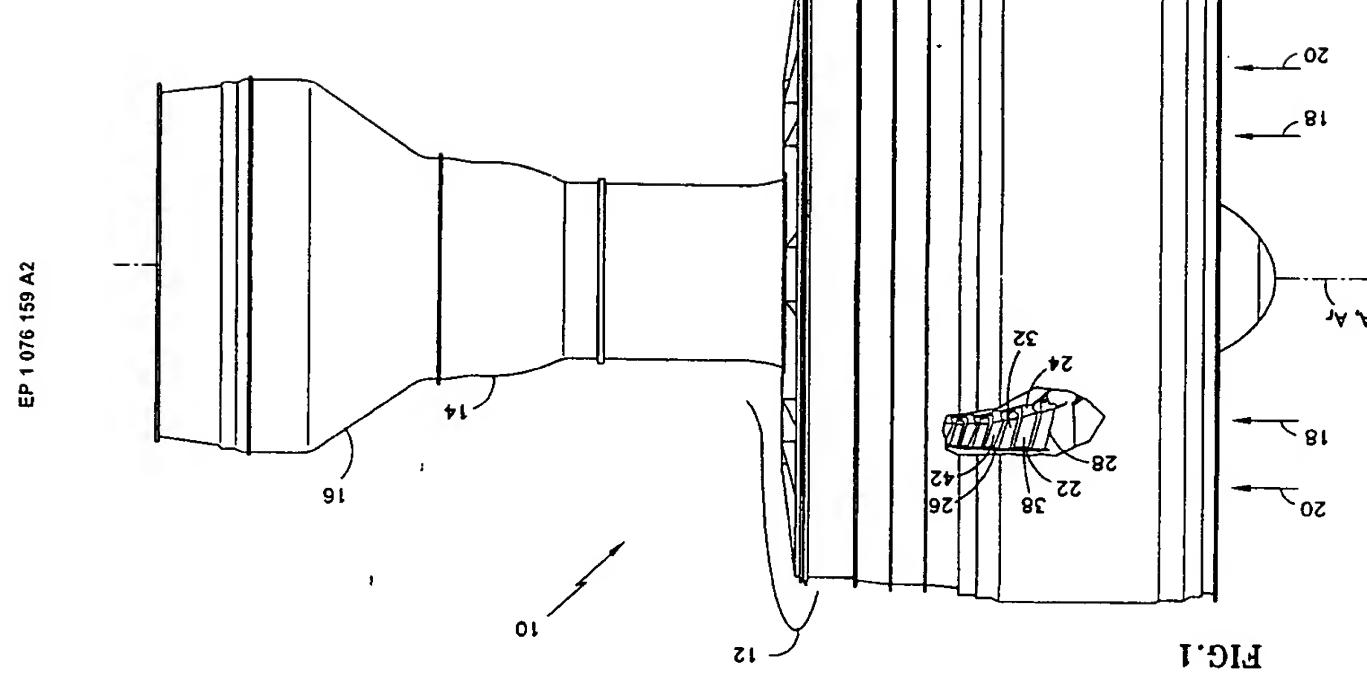


FIG.1

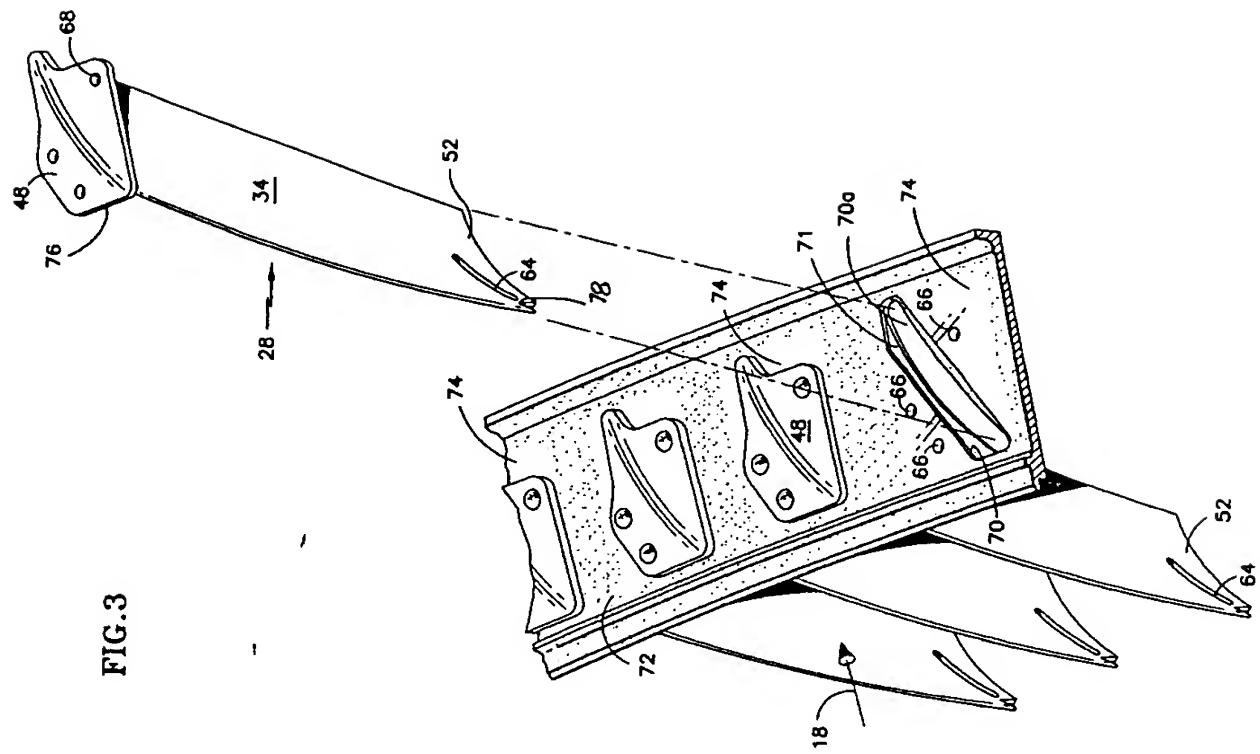


FIG.3

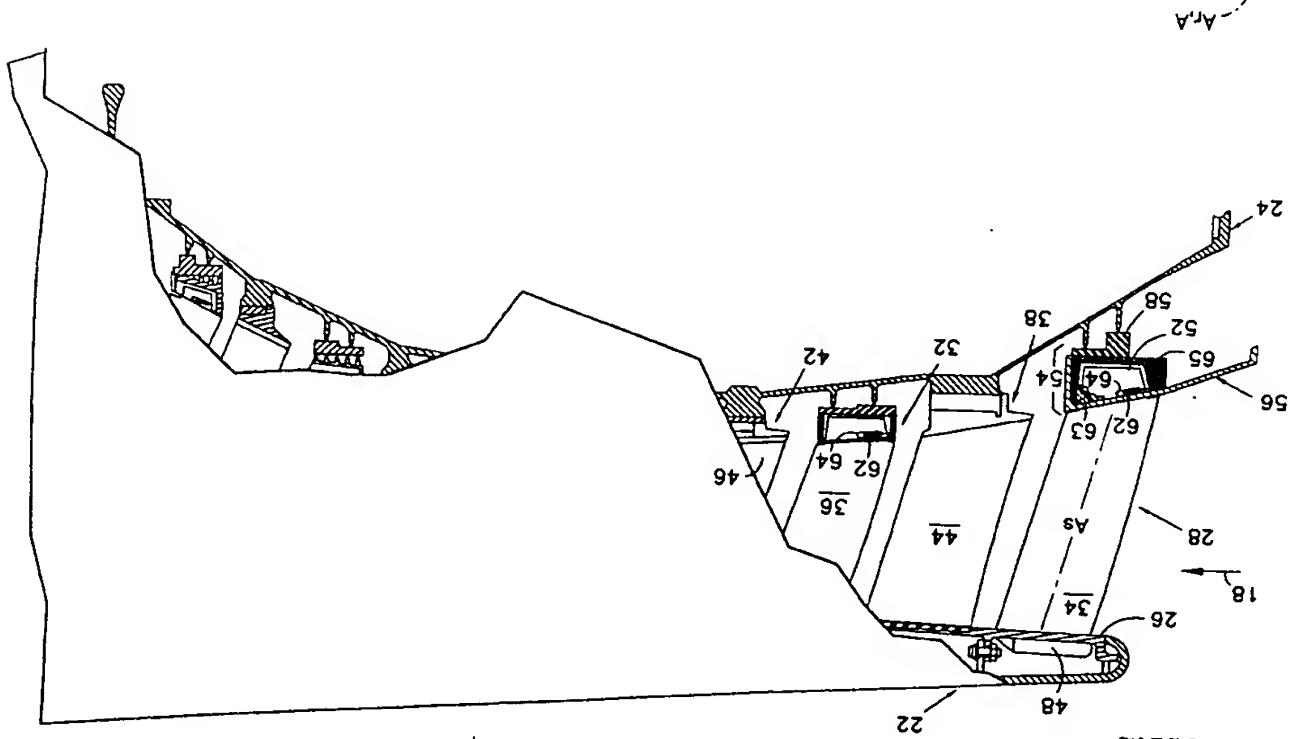


FIG. 2

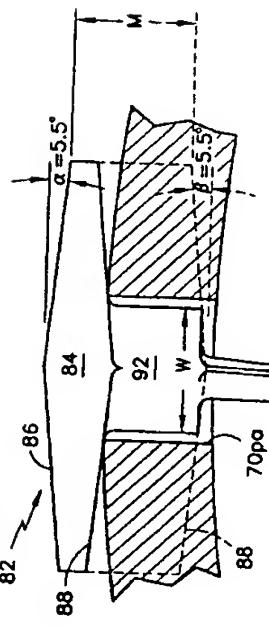
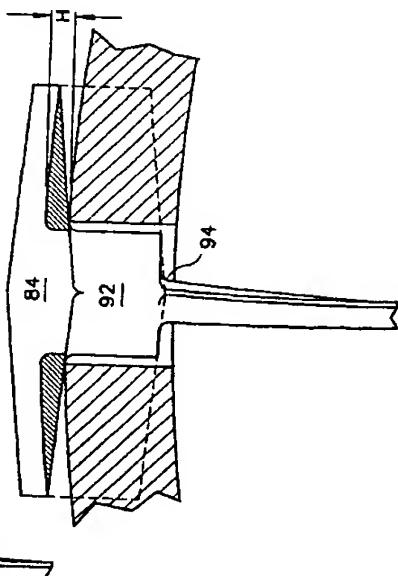
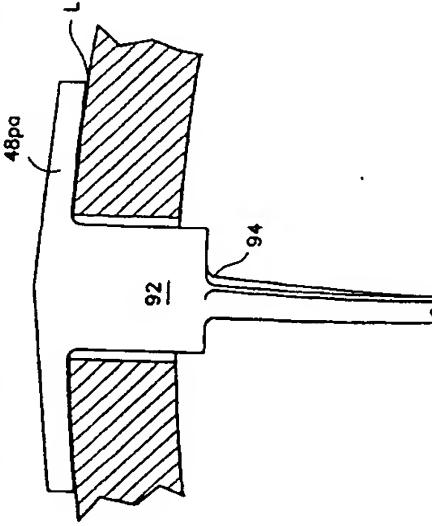
FIG.3A  
Prior ArtFIG.3B  
Prior ArtFIG.3C  
Prior Art

FIG.4A

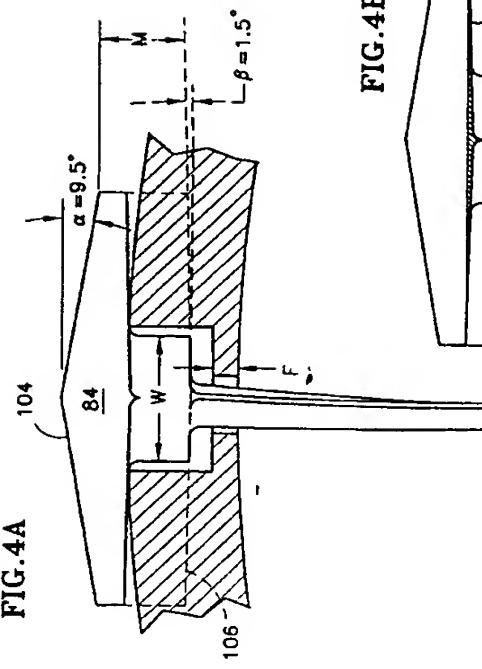


FIG.4B

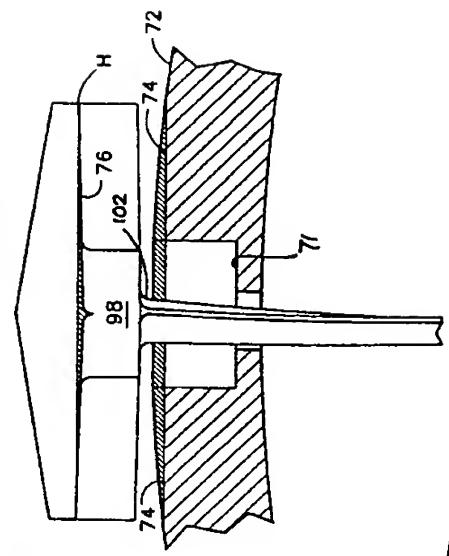
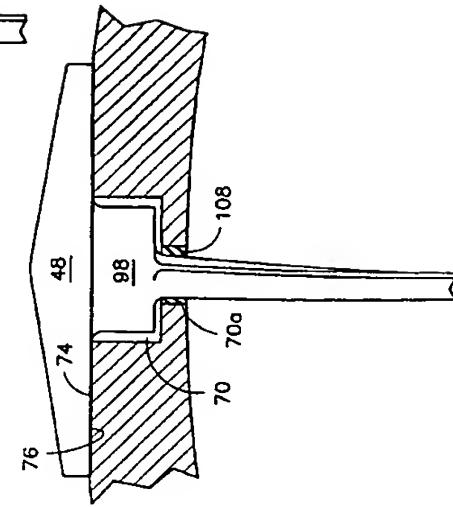


FIG.4C





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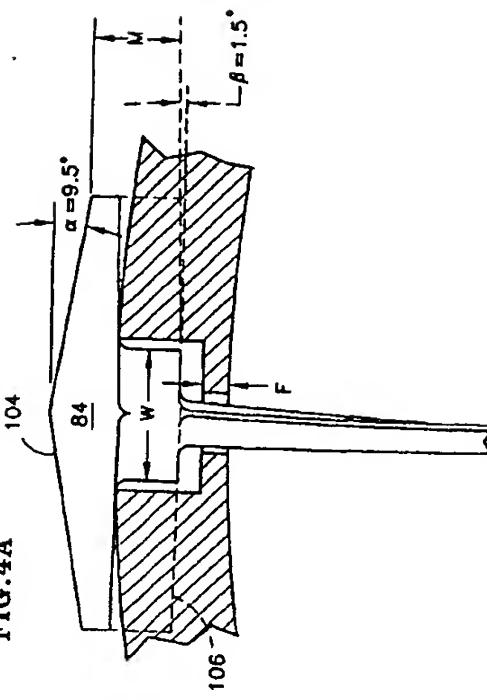
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(30) Priority: 09.08.1999 US 147978 P  
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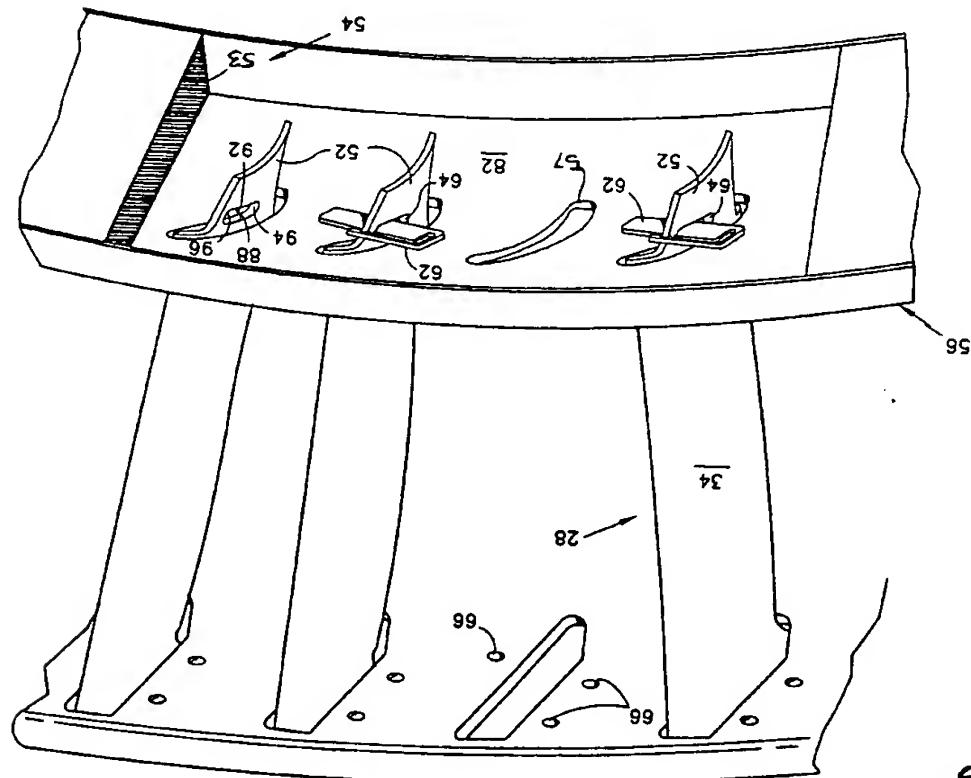
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(54) **Stator vane blank and method of forming the vane blank**

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**FIG. 4A**

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**FIG. 5**

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EP 00 30 6791

**ANNEX TO THE EUROPEAN SEARCH REPORT  
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EP 00 30 6791

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22-02-2001

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(0100-1010) 10

For more details about INT4 annex, see Official Journal of the European Patent Office, No. 12/2

<b>DOCUMENTS CONSIDERED TO BE RELEVANT</b>		<b>CLASSIFICATION OF THE APPLICATION (Int.CI.)</b>	
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	
A	US 5 378 110 A (RESS JR ROBERT A) 3 January 1995 (1995-01-03) * column 3, line 16-37; figures 3,4 *	1-11	F0109/04 F0105/30
A	US 3 028 661 A (P. G. TURNER) 10 April 1962 (1962-04-10) * figures 3,5 *	1-11	
A	GB 572 859 A (ARMSTRONG SIDDELEY WORKS) 26 October 1945 (1945-10-26) * the whole document *	1-11	
The present search report has been drawn up for all claims		Examiner:	
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MUNICH	22 February 2001	Action, P	
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